

positional relationship of the point P and the target body to the feature to which the connector 252 is attached can also be determined.

Please amend the paragraph beginning at page 26, line 7 as follows:

Attachment devices 316 are known in the art, and the target system 300 is not limited as to particular type. However, in a current aspect, the attachment device 316 includes an attachment arm 318 connected at one end to the body [320] 310 by a first pivot 320, which enables the attachment arm 318 to pivot relative to the body [320] 310. Also, at the other end, the attachment arm 318 can be connected to a connector 322 by a second pivot 324, which enables the attachment arm 318 to pivot relative to the connector 322. The connector 322 can also include one or more suction cups 326, which allow for a detachable connection to the vehicle 302. In operation, the attachment device 316 can advantageously adjust to differing vehicle profiles because the first and second pivots 320, 324 allow for reorientation of both the attachment arm 316 and the connector 322 relative to the body 310.

Please amend the paragraph beginning at page 35, line 19 as follows:

An additional example of the target system in use is schematically illustrated in Fig [11] 13. In this aspect, the target system is to obtain a measure of the alignment of the body of the vehicle relative to the wheels. As is known in the art, the body of the vehicle may be located on a frame of the vehicle or the body may be combined with the frame into what is known as a unibody. Although, for example, the frame of the vehicle may be perfectly aligned with the wheels of the vehicle, the body may not be aligned on the frame, and the body can therefore point in a different direction than the wheels. This